

PUBLIC SAFETY PROJECTS OVERSIGHT COMMITTEE

Minutes of Meeting on November 7, 2017

Members attending: Debby Brehm, Doug Emery, Liz Standish, Tyler Mainquist, Dick Campbell, Deb Schorr, Tracy Sanford, Jon Camp, Tom Casady

Members absent: John Miles, Mike Rogers

Others present: Molly Burton, Pat Borer, Jeff Bliemeister, Mike Woolman, City of Lincoln; Nancy Hicks, Lincoln Journal Star; Abby Stenek, LIBA; Ron Trouba, IAFF Local 644; Chad Wiles, Hausmann Construction; Adam Hoebelheinrich, Project Control; Matt Metcalf, Erin Dobesh, Scott Stovall, Davis Design.

The meeting was called to order at 4:00 p.m. Chair Debby Brehm announced that the meeting falls under the Open Meetings Act. Introductions were made.

Debby Brehm made opening remarks about the role of the committee in overseeing the two public safety projects funded by the sales tax, and the purpose of this meeting in reviewing the design and construction plans for the stations.

Tom Casady presented an introduction. He said that the original estimate of funds needed was based on a prototype fire station design developed in the early 2000's. An estimate of approximate construction costs was solicited from a local builder in 2012, and became the basis for LF&R's planning on the potential cost of future stations. This estimated cost was escalated at 5% per year going forward to account for inflation. After the passage of the sales tax ballot measure, an architect was selected in a competitive process following the procedures established by the Purchasing Division. Davis Design was selected. Next, a construction manager at risk was solicited in a competitive process, resulting in the selection of Hausmann Construction. Three members of the oversight committee participated in this selection committee: Tom Casady, Jon Camp, and Liz Standish.

After the detailed design was completed and the construction manager began developing a detailed budget, it became clear that the actual cost would be considerably more than originally believed. The City, Hausmann, Project Control, and Davis Design have been working to reduce these costs, so that both the radio system and stations can fit within a \$36 million budget. Tom is currently estimating sales tax revenue at \$37.4 million, which makes it unlikely that the sales tax can end a full fiscal quarter early, but also means that there will likely be an uncommitted balance at the end. Tom reminded the committee that the sales tax must end at the beginning of a State of Nebraska fiscal quarter, and that the Department of Revenue must receive written notification and documents three months in advance of the date the sales tax is to end.

Jon and Debby Brehm asked about the equipment and furniture for the building, and Tom said it was his intention to use some of the unexpended budget funds from previous years at both LPD and LF&R to pay for as much of the furniture, fixtures, and equipment (FF&E) as possible, in order to stay within the overall \$36 million budget. He stated that the FF&E at all three police stations were funded in this manner over the past 17 years.

Jon Camp asked about the original estimated costs of the radio system and fire stations. Tom said that the rough estimates he used when the ballot measure was being proposed was \$20 million for the radio system, and \$14.5 for the stations. The radio system now is estimated at \$12 million, and the stations at \$24 million. Jon asked about Project Control's role in the process, and Adam Hoebelheinrich described their work as the owner's representative in helping to coordinate the project. Chad Wiles explained the role of his firm as the construction manager at risk, and described generally how a construction manager at risk functions. He noted that all the subcontracts will be competitively bid, following the City's purchasing regulations, and that the CMR is currently carrying a significant contingency of 8% that may fall over time as actual bids are received and as the budget is refined. He said that the goal is to reach a guaranteed maximum price in January 2018.

Matt Davis initiated a presentation about the design of the stations. He said that Davis Design had partnered with another firm specializing in fire stations, Stewart Cooper Newell, to assist with the design due to their expertise in designing hundreds of stations around the country. He said that a pre-engineered steel structure was recommended. He showed the basic floor plan and exterior elevation of the original station Davis Design was contracted for, Station 11 (not funded by sales tax), that subsequently became the basis of the design of the four stations funded by the sales tax. Tom Casady interjected that the specifications for the architectural design services for the four stations stipulated that the bidders make as much use as practical of the Station 11 design work, in an effort to make maximum use of that previous work, and to avoid duplication of effort.

Jon Camp asked questions about the multiple roof lines on the Station 11 Design. Matt Metcalf and Scott Stovall explained that the rooflines were designed for separate components of the building, such as the apparatus bays and the office areas, and that changes had been made to the original design to reduce costs of construction. Matt explained that the facility was designed in a manner that could allow for future expansion, if needed. Jon questioned whether the roof pitch of the apparatus bays would make expansion of that area possible, and Scott Stovall explained that the pitch of the roof had been modeled specifically to ensure that the apparatus bays could be expanded. Matt next showed floor plans and elevations for the four stations funded by sales tax, and pointed out how the core of those buildings actually contain the same design as Station 11.

Matt Metcalf, Scott Stovall, Erin Dobesh, and Chad Wiles described more detailed information about the construction materials, site preparation, interior and exterior finishes planned for the facilities. Tom Casady and others noted that the team has worked on a number of cost saving and value engineering changes, such as reducing the number of rooflines, removing back patio covers, reducing the amount of brick and masonry on the sides and back of the buildings, changing the counter materials. Questions were raised about the use and cost of polished concrete for a major portion of the interior flooring surface. Matt Metcalf explained that there are several grades of polished concrete, and that for this project a fairly low-gloss grade will be used, which is less costly than a more finely polished surface. He said that living areas will be carpet tiles, and that some rubber flooring will be used in a portion of the fitness rooms. Matt and Tom Casady both said that the focus of the design was function, maintenance, longevity, and employee safety. Matt also explained that efforts were made to design buildings that would fit into the surrounding environment, by such means as the selection of roofing, siding, and masonry colors, and roof pitches more similar to a residential setting and the scale of the buildings.

Chad Wiles described some of the unique features of the stations that make the per square foot cost look somewhat high: site preparation and utilities, the lack of much "unused" interior space compared to most other buildings, the relatively small footprint of the buildings,

Dick Campbell asked if any future features are being incorporated into the facilities. Tom Casady said that the budget contains an allowance for fiber optic connectivity to all four stations, and that construction would include rough ins for technology needs such as monitors and computer equipment. Matt Metcalf noted that all of the stations are designed to make future expansion possible if necessary. Dick also mentioned the use of cement fiber siding, stating that it was a long life and low maintenance material. Dick also asked about site lighting, and Matt explained that depending on the site, either on-building lighting or pole lighting would be incorporated, designed to reduce unnecessary spill onto adjacent properties. Matt showed an elevation at Station 12 (84th and Pioneers), and explained how that site and a fence were designed to reduce the light from fire apparatus returning to the station shining into the adjacent residential area.

Chad Wiles described some of the site work that will be needed at Station 15 (6601 Pine Lake Rd.). That site will require a soil surcharge. Jon Camp and Debby Brehm asked if that soil would come from the site, and Chad said that to minimize cost, the plan would be to use soil removed from the Station 12 site for some of that surcharge, and that he hoped to use soil from another project that would otherwise have to be hauled off and disposed of. Dick Campbell suggested another location where a similar arrangement to use soil that would otherwise be hauled away and disposed of could be explored.

Erin Dobesh and Scott Stovall described a few other changes to the original design that were being made to reduce costs, such as a reduction in the amount of paving, curbing, and islands, and the elimination of high windows at the back of the apparatus bays. Tom Casady said that the overall number of bedrooms planned had been reduced by six (four at Station 15, and two at Station 12), and that three apparatus bays were bid as alternates, and could be sacrificed if necessary to meet the budget. This would result in three of the stations having three bays, and one station four bays—rather than four bays at each of the four stations. Debby Brehm asked whether the number of bays was indicative of the number of trucks and engines at each station. Tom explained that was not the case, but that LF&R has equipment that is stored outdoors or stacked front-and-back at other stations now, and the new stations will hopefully allow for getting some of this equipment into bays to improve operations.

Debby Brehm reiterated the role of the committee in providing oversight to the projects, thanked those present for the discussion, said that she was pleased with the information received, and felt that good efforts were being made to hold down costs.

The meeting adjourned at approximately 5:50 PM.